

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

Claims 1-18 (canceled).

Claim 19 (currently amended): A saddle riding vehicle comprising:
a head pipe that supports a steering shaft so as to rotate freely;
a body frame including a main frame that is connected to the head pipe and extends obliquely downward along a centerline of the vehicle in a width direction of the vehicle toward the rear of the vehicle, and a pair of left and right subframes that are connected to left and right sides of the main frame, respectively, and extend obliquely downward to the rear; and

a motor supported by and suspended from the main frame and the subframes such that the motor is not supported at a front of the motor or from below the motor by the body frame; wherein

the body frame does not include a downtube extending downward from the head pipe in front of the motor; and

a connecting portion of the main frame and the subframes is located ahead of a portion of the main frame supporting the motor.

Claim 20 (canceled).

Claim 21 (previously presented): The saddle riding vehicle according to claim 19, wherein the head pipe is connected to a front end of the main frame, and a cross sectional area of the main frame changes along a longitudinal direction of the main frame such that the front end is larger than a rear end of the main frame.

Claim 22 (previously presented): The saddle riding vehicle according to claim 19, wherein the main frame supports the motor at a rear end of the main frame.

Claim 23 (previously presented): The saddle riding vehicle according to claim 19, wherein the subframes include bent portions which are bent convexly downward and support the motor at least in one location adjacent the bent portions.

Claim 24 (previously presented): The saddle riding vehicle according to claim 19, wherein the subframes include bent portions which are bent convexly downward and support the motor at least in one location further toward a rear of the subframes than the bent portions.

Claim 25 (previously presented): The saddle riding vehicle according to claim 19, further including a rear wheel and rear arms supporting the rear wheel and extending substantially in a front to rear direction, wherein the subframe is bent convexly downward, wherein both a portion of the motor and the rear arms are supported at rear ends of the subframes.

Claim 26 (previously presented): The saddle riding vehicle according to claim 19, further comprising rear side frames extending obliquely upward toward the rear of the vehicle, wherein the subframes include bent portions bent convexly downward and the rear side frames are connected to a portion of the subframes further toward the rear than the bent portions.

Claim 27 (previously presented): The saddle riding vehicle according to claim 19, further including plural rear side frames extending obliquely upward to the rear of the vehicle, wherein the rear side frames are connected to one another and to rear ends of the subframes.

Claim 28 (previously presented): The saddle riding vehicle according to claim 27, wherein the subframes support the motor at least in one location adjacent connecting portions to which the rear side frames are connected to the subframes.

Claim 29 (previously presented): The saddle riding vehicle according to claim 19, wherein the motor is an internal combustion engine having a crankcase and a cylinder that extends obliquely upward toward the front of the vehicle from the crankcase, and the cylinder is connected to the main frame and the crankcase is connected to the subframes.

Claim 30 (previously presented): The saddle riding vehicle according to claim 29, wherein an axis of the cylinder extends obliquely upward toward the front of the vehicle, the subframes include bent portions bent convexly downward, and front portions of the subframes forward of the bent portions extend substantially parallel to the axis of the cylinder.

Claim 31 (previously presented): The saddle riding vehicle according to claim 29, wherein an axis of the cylinder extends obliquely upward to the front of the vehicle, the subframes include bent portions bent convexly downward, and the bent portions of the subframes are located above a portion of the cylinder and the crankcase in the internal combustion engine.

Claims 32 and 33 (canceled).

Claim 34 (previously presented): A saddle riding vehicle comprising:
a head pipe that supports a steering shaft so as to rotate freely;
a body frame including a main frame that extends obliquely downward toward the rear of the vehicle from the head pipe along a centerline of the vehicle in a width direction of the vehicle, the body frame including at least a pair of left and right side subframes connected to left and right sides of the main frame, respectively, and extend obliquely downward to the rear;
a motor supported by and suspended from the body frame such that the motor is not supported from below;
a rear wheel and left and right rear arms supporting the rear wheel and extending substantially in a front to rear direction;

left and right brackets fixed to the left and the right side subframes, respectively;
and

a pivot shaft that penetrates through both the left and right brackets, both the rear arms, and the motor, wherein the pivot shaft attaches both the rear arms and the motor to both the brackets in a state in which the left and the right brackets are interposed between the left and the right rear arms and the motor, respectively.

Claim 35 (canceled).

Claim 36 (previously presented): The saddle riding vehicle according to claim 34, wherein a portion of the motor is supported by the main frame.

Claim 37 (previously presented): The saddle riding vehicle according to claim 34, further comprising an air cleaner and a battery, wherein the air cleaner and the battery are arranged in a front to rear direction of the vehicle.